City of Seattle

Gregory J. Nickels, Mayor

Department of Planning and Development
Diane M. Sugimura, Director

CITY OF SEATTLE
ANALYSIS AND DECISION OF THE DIRECTOR
OF THE DEPARTMENT OF PLANNING AND DEVELOPMENT

Application Number: 2403169

Applicant Name: Jennifer Grant

Address of Proposal: 2001 W Garfield St

SUMMARY OF PROPOSED ACTION

Master Use Permit to demolish a fuel storage yard and accessory offices at an existing cargo terminal (Terminal 91). A Determination of Non-Significance has been prepared by the Port of Seattle.

Seattle Municipal Code (SMC) requires the following approval[1]:

SEPA – Environmental Determination pursuant to SMC 25.05.

SEPA DETERMINATION: [ ] Exempt [X] DNS [ ] MDNS [ ] EIS

[ ] DNS with conditions

[ ] DNS involving non-exempt grading or demolition or involving another agency with jurisdiction.

BACKGROUND DATA

Site Description

Terminal 91 is the Port's largest and most diversified marine terminal, covering 215 acres (including aquatic area), with approximately 9,200 lineal feet of deep-water moorage. Terminal 91 currently supports marine uses such as: cargo handling facilities for high-value, high-employment commodities (e.g. fish products); factory trawler homeport and support facility;

distribution and seafood processing plant; and short and long-term moorage for tugs, barges and other large vessels. Port of call or repositioning cruise ships have moored at Pier 90 and Pier 91 during the cruise season in the past.

The Tank Farm and surrounding properties were owned by several oil companies and other parties from the 1920s through the mid-1940s. The US Navy took over the property by condemnation in the early 1940s and returned it to the Port of Seattle in 1976. The Tank Farm has been leased to a variety of oil companies from the 1970s to present day. The history of the Tank Farm is described in more detail in the section below.

History of the Tank Farm

The Tank Farm was built in the middle to late 1920s and reportedly was initially used as a gasoline refinery (Converse Consultants 1993). Records show that by 1929, the primary use of the Tank Farm was storage of fuel products.

In 1942, the U.S. Navy acquired the entire Terminal 91 property and adjacent property through condemnation. The Navy operated the Tank Farm during their occupancy of the terminal. During that time, the tanks were used to store fuel, diesel, and lubricating oil for use on Navy ships.

The Navy held the Terminal 91 property and adjacent properties until the 1970s when it was returned to the Port of Seattle and Chempro started leasing the tanks in 1971. The primary activities conducted by Chempro were waste oil recovery and wastewater treatment. Typical waste streams included oil and coolant emulsions, industrial wastewater, and industrial waste sludge. Bilge and ballast waters were primarily received from ships and transferred to the Tank Farm via pipeline. Other wastes or wastewater were received via tankers or in drums (PSC 1999).

In 1980, Chempro was permitted as a RCRA interim status (Part A) treatment and storage facility for dangerous waste, and in 1993 Burlington Environmental Inc. (successor to Chempro) was permitted under Part B. Wastes managed at the facility included waste oils, coolant oils, oily industrial wastewaters, industrial wastewaters without oil, industrial wastewaters with solvents, and waste sludges. In 1995, Burlington ceased dangerous waste management operations at the Tank Farm and began implementing its closure plan for aboveground structures. Burlington completed the RCRA aboveground closure in 1997, and Ecology approved the clean closure under RCRA of the aboveground structures in 2003.

The Tank Farm was also used for blending and storage of marine boiler fuel, diesel, and other petroleum products from 1974 through 2003.

Site Zoning

The demolition area for the fuel storage yard and accessory structures/offices are within a General Industrial I zone with an 85-foot height limit (IG1 U/85).

Project Description

The businesses at Terminal 91 have changed in recent years. The Tank Farm operation is no longer a financial resource for the Port and there is no foreseeable need for it in the future. Therefore, the Port proposes to demolish the Tank Farm facilities to reduce costs, liabilities, and the threat to human health and the environment (by eliminating the potential for releases of hazardous substances from the tanks). The Port is concerned that the threat to human health and the environment may become substantially worse or cost substantially more to address if the action is delayed.

The Port proposes to demolish the Tank Farm and associated buildings and structures within the Tank Farm footprint at Terminal 91 and provide cleanup as appropriate including:

- Demolition of 3 small operations structures. Building 24 is a 520 sq ft one-story metal shed with corrugated aluminum roofing serving as the Tank Farm office and shop. Building 26 is a 1,320 one-story brick structure with corrugated aluminum roofing serving as the fuel pump house (equipment within Building 26 will also be demolished). Building 30 is an approximately 1,040 sq ft two-story brick structure that is now vacant. No excavation is required as part of the building demolitions;

- Demolition of concrete pads and concrete containment walls to ground elevation;

- Demolition of aboveground fuel storage tanks (See Table 1), fuel stations, pump stations, metal and wood steps, metal gangways, and catwalks;

- Demolition of the aboveground fuel, steam, water and waste piping (including piping within fuel vaults) and related piping and equipment. Riser pipes to be capped at ground floor level;

- Demolition of the exposed fuel piping and valves in four underground vaults at Pier 90;

- Demolition of the fuel riser station on Pier 90. Remove under dock fuel piping and cap fuel lines on the waterside of the seawall at seawall penetration seals. Patch timber deck at risers' penetrations with 1/8" thick galvanized metal cover plates and screws;

- Purge fuel piping inside Tank Farm, and three underground fuel transmission lines from Tank Farm to fuel riser station on Pier 90. Steam clean underground fuel piping, cap lines on both ends with a foot of concrete and abandon piping in place;

- Demolition of steam boiler, piping and apparatus in Building 19 (building structure remains);

- Disconnect electrical power in the main distribution panels at the site. Power to remaining buildings shall be maintained. Disconnect water and cap lines as close as possible to mains. Water service to the remaining buildings will be maintained;

- Abandon underground fuel transmission piping in place and backfill pipe alley pits and vaults;

- Tanks, piping, boiler, equipment and related accessories and metal structures will be transferred to an offsite recycling plant and the site will be cleaned of demolition debris;

- Piping into the tanks and tanks will be emptied and the contents hauled away to an offsite location approved by local, state and federal regulations;

- Back filled areas and concrete pavement onsite will be patched to match the surrounding area.

Up to four temporary construction trailers may be placed at Terminal 91 during demolition work: two for storage, and two for temporary office use. Trailers are typically approximately 12-ft wide x 56-ft long (672 square feet of interior space), and 12-ft high. Trailers would likely be placed at the north end of Pier 90, near existing Port of Seattle office trailers. The trailers would be equipped for electrical heating. No excavation is required for placement of temporary construction office and storage trailers, as no permanent foundations would be constructed. Utility services (water, power, and telecommunications) would be provided through connections to existing site utilities, or provided by the contractor (e.g., portable toilets). Approximately 6 employees would use the temporary office trailers on a regular basis during demolition.

Table 1. Tank Information

Tank	**Diameter**	**Height**	**Tank Contents**	**Contents**
	Feet	**Feet**	**Gallons**	**Common Name**
T-90	60	30	19,108	# 6 bunker oil
T-91	95	28.75	20,870	# 6 bunker oil
T-92	95	28.75	50,116	# 6 bunker oil
T-93	96	30.51	23.927	# 6 bunker oil
T-94	55	25.1	0	empty
T-95	53	29.71	14,916	# 6 bunker oil
T-96	39	30	14,626	# 6 bunker oil
T-97	39	30	11,356	cutter
T-98	36	30	17,313	cutter
T-99	38.5	30	13,243	cutter
T-100	39	30	15,079	diesel
T-101	39	30	1,675	diesel
T-102	38	30	12,184	waste oil
T-103	22.5	18	2,451	PS300
T-104	39	30	18,057	diesel
T-105	28.5	10.17	20,369	PS300
T-106	28.5	10.17	0	empty

T-107	28.5	10	3,436	PS300
T-108	28.5	10.17	0	empty
T-109	28.5	10.17	992	lube oil
T-110	28.5	9.96	893	lube oil
T-111	28.5	10	1,191	lube oil
T-112	28.5	10	794	lube oil
T-113	28.5	18	11,783	PS300
T-114	23	17.25	0	empty

Public Comment

The public comment period closed June 23, 2004. DPD received no comments related to the proposal.

ANALYSIS - SEPA

The applicant submitted an environmental checklist dated March 4, 2004. The information in the checklist, construction plans, information submitted by the applicant and the experience of the Department with the review of similar projects form the basis for this analysis and decision.

Construction activities could result in the following adverse impacts: emissions from construction machinery and vehicles; increased dust levels associated with grading and demolition activities; increased noise levels; occasional disruption of adjacent vehicular traffic, and small increase in traffic and parking impacts due to construction workers' vehicles. All of these impacts are minor in scope and of short duration. Several construction-related impacts are mitigated by existing City codes and ordinances (such as the Stormwater, Grading and Drainage Control code and Street Use ordinance, and mitigating measures described above pursuant to the Shoreline Master Program) applicable to the project. Since the proposal site is located in an industrial area, noise impacts would be sufficiently mitigated by the Noise Ordinance and no other measures or conditions are warranted.

CONDITIONS

During Construction[ii]

1. The owner(s) and/or responsible party (ies) shall take care to prevent debris from entering the adjacent waterways during construction and to remove debris promptly if it does enter those areas. Materials and construction methods shall be used which prevent toxic materials, petrochemicals and other pollutants from entering surface waterways during and after construction.

    a. An oil containment boom should be employed during all shoreline demolition and construction activities. The boom will serve to collect any floating debris, which may result from demolition and construction activities. Oil absorbent materials must be

employed if floating oil sheen is observed. Used absorbent materials should be disposed of in an appropriate upland facility.

b. The appropriate equipment and material for hazardous material cleanup must be kept at the site.

2. All hazardous materials and associated sediments must be disposed of in a landfill which meets the liner and leachate standards of the Minimum Functional Standards, Chapter 173-304 WAC.

3. Catchbasins should be protected during demolition, construction and repaving to prevent any deleterious material from entering the water.

Signature: (signature on file) Date: July 12, 2004
Colin R. Vasquez, Land Use Planner
Department of Planning and Development

CRV:bg

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[i] DPD has determined that this application is exempt from a Shoreline Substantial Development Permit (SSDP) based on information provided by the applicant. However, this determination does not constitute a waiver from compliance with the Seattle Shoreline Master Program (SSMP) found within Seattle Municipal Code (SMC) 23.60.

[ii] Refer to p. 2, Shoreline Conditions, Exemption from Shoreline Management Act Substantial Development Permit Requirements, DPD May 28, 2004.